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~~SECRET~~COUNTRY Germany (Soviet Zone)REPORT NO.                     TOPIC Muruppin AirfieldEVALUATION                                     DATE OF CONTENT Prior to 13 March 1951DATE OBTAINED                     DATE PREPARED 16 April 1951REFERENCES                                     PAGES 2 ENCLOSURES (NO. & TYPE)                     REMARKS                                     **REFERENCE COPY**

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1. Prior to 13 March 1951, Colonel Postnikov, (fnu), Lieutenant Colonel Zulkhorknikov, (fnu), and Lieutenant Colonel Karnatovski, (fnu), visited Muruppin airfield (N 53/Z 49). The officers were assigned to the Soviet construction offices located in Karlshorst (N 53/Z 94) and Warden (N 53/Z 63).

The construction staff in Muruppin including Lieutenant Colonel Vinogradov, (fnu), and technical officer Captain Makarov, (fnu), were subordinate to Colonel Postnikov. The officers of the construction staff wore yellow-bordered red epaulets and red ribbons on their caps. (1)

2. The following is a description of the jet fighters at the field:

Cockpit canopy slide back; nosewheel extends rearward and not forward as previously reported; two cannons one above the other on left side of nose when observed from the front, two machine guns on right side, one a little to the rear; The breech piece of weapons with live ammunition is marked by red flags when aircraft are parked. Planes that are refueled are fitted with a flag on the nose, the flags being removed prior to take off; aircraft were

Soviet star is painted on the fuselage and also on the rudder assembly; a flap was on the rear part of the fuselage, and was closed prior to take off. (2)

3. Two single-engine, high-wing planes with rigid landing gear, three single-engine aircraft, about 12 PO-2s, and 18 silver-gray jet fighters were parked on the field up to 13 March. (3) There was intensive flying day and night. Formation flying by four jet aircraft and take-offs by two jet planes were practiced during the daytime. The average flying time was about 15 to 20 minutes. The jet fighters did not fly during the night. Twin-engine aircraft which were not stationed at the field were repeatedly seen flying over the airfield at night. During the first week of March, a formation of 16 jet fighters landed at the

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4. The radio installation consisted of a wooden hut about 2.5 meters square and four masts. An antenna lead from each masthead to the wooden hut. (5) Twenty meters northwest of this hut was another wooden hut of the same size. This hut had a four-circuit overhead line which came from the officers' mess and extended along the Klappgraben. A third wooden hut, 10 meters long and 3 meters wide, was located 20 meters northwest of the second hut. There was a generator in this hut and a gasoline engine which was heard running.
5. The fuel dump next to the officers' mess had a total capacity of about 400,000 kg. It consisted of three semi-underground containers, which came from former German air force installations, each container having a capacity of 50,000 kg; eight semi-underground containers each with a capacity of 15,000 kg; and 18 to 20 underground containers, dug-in in groups of three. The fuel dump was filled to about two thirds of its capacity. Fuel arrived in railroad tank cars. Dogs, chained on leashes about 30 to 50 meters long, guarded the fuel dump. Leashes for the watchdogs were also seen fastened between the telephone poles along the Klappgraben.
6. The rotary searchlight was removed from the repair hangar and mounted on a truck. The graves at the cemetery 50 meters from Wittstock Allee were leveled off for the construction of a wooden hut.

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Comments.

- (1) Colonel Vinogradov, (fnu), was previously reported from Neuruppin as chief of the airfield construction.
- (2) According to previous observations, the nose wheel of the MIG-15 is retracted to the rear. No swept-back wing jet aircraft type is known which retracts its nose wheel forward. The armament reported differs from the MIG-15 type previously known which is equipped with two machine guns and one cannon. Red flags were often reported to be fitted on the nose of aircraft. Their purpose is not known. Since such flags have been observed almost always on aircraft, not covered with tarpaulins, the reason is believed credible.
- (3) The aircraft are assigned to a fighter regiment transferred from Oranienburg to Neuruppin. A total of 18 different aircraft observed at Neuruppin. The large number of PO-2s cannot be explained.
- (4) It has not been determined to which fighter regiment
- (5) The description indicates that the radio installation is perhaps a transmitting and receiving installation, but not an Adcock DF.

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